

ABSTRACT OF THE DISCLOSURE

In a fuel control method for a combined plant, when the combined plant is just started or during a rated operation, a clutch is completely disengaged or engaged, and therefore, fuel is controlled in

5 the same manner as in the prior art. In the meantime, before and after the clutch is engaged or disengaged, a target load set value is switched to an actual load in response to a signal from a clutch engagement or disengagement period detection unit as a trigger. In this manner, a sudden change in load that may occur when the clutch is engaged or

10 disengaged never influences on a control system disposed downstream thereof.